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If our friends who have us with many subscriptions and who have not received their papers in all cases send stamps for that purpose.

Annotating a Presidential Sermon.

President Wilson, who has just discoursed so confidently about the magnitude of the business prospect as it appears to political conceptions, must be about to furnish a commentary on his own remarks by the announcement of his appointments to the Federal Trade Commission. The selection of this additional set of umpires who are to expound and apply the "rules of the game" for merchants and manufacturers and other producers has been sufficiently delayed, we think.

However, if recent rumors regarding the Presidential choice are authentic, Mr. Wilson's hortatory eloquence concerning the advent of prosperity will have a chilly sequel. Certainly if George L. Record of New Jersey represents the standard of qualifications adopted for membership in the Federal Trade Commission, business men in this part of the country will not be visibly inspired to optimistic activities by the nomination of their new regulators.

Mayor Mitchell Wants the Facts.

Mayor Mitchell's complaint against the State Civil Service Commission and its investigation of the official conduct of the municipal board has been from the beginning that both the inquirers and the inquiry were wholly partisan in their character. That there should be no examination of the acts of his commissioners he has never contended or pretended. The final report of the State body, which, discredited by enforced resignation, quit office with the end of January, is a general denunciation of the city officers. Its force has been pretty thoroughly broken by the Mayor, and the public will not be greatly influenced by its findings. Yet its allegations are likely to survive their authors in memory, and so doing they are not incapable of annoying the city administration in its efforts to give New York city better government.

Under these circumstances it is not improbable that the new State commission may find itself called upon to take up the case and reexamine the evidence. It is even possible that another inquiry may be instituted, although the new commissioners may be reluctant to undertake this at the beginning of their terms. In this matter the Mayor and the city want the facts, and it would be highly detrimental to Mr. Mitchell, and to the citizens generally if the competency and fairness of the Municipal Civil Service Commission were left in the slightest doubt.

A Favorable Financial Sign.

Subscription lists were opened yesterday morning for an offering of \$49,000,000 of 1½ per cent, consolidated mortgage bonds of the Pennsylvania Railroad Company. So large was the oversubscription that the books were promptly closed and the bonds, which were taken by subscribers at a substantial premium over par, were quoted at an advance of a point or more above the allotment price.

It happens that this was an issue of exceptionally high grade bonds of a first mortgage description and closes the mortgage under which they were put out. Nevertheless the success of the transaction is of gratifying omen for better times. There is revealed a sturdy investment appetite which has been on the increase lately, and if the indications of the Pennsylvania sale are of general bearing new forces for a forward economic movement in this country are being generated.

For several years past the nightmarish of American finance has been the swelling emission of railroad short term notes. Hundreds of millions of dollars of such obligations have found a market because there was a decreasing demand for railroad securities of a more substantial sort. The problem of taking care of these note maturing has been growing more and more formidable because it was manifest that railroad financing could not

be forever done under such a temporary basis. Evidence that a large amount of capital has been awaiting employment is one of the factors making for more desirable financial undertakings. The electric case of the money market has stimulated an investment absorption of securities and just when the money market relaxation was definitely beginning two months ago the Interstate Commerce Commission handed down its decision in the Eastern rate case declaring a new public policy toward the railroads which has contributed powerfully to an enhancement of railroad credit.

If the railroads are now going to be able to accomplish large funding of short time securities through the sale of long time bonds at reasonable prices and have some proceeds left over for expenditure on development work, there will not be two views about the significance of this financial fact, considering the part which the railroads have always played in promoting economic activity in this country.

A Voice From "Over the Border".

The distinguished exponent of spiritualist "science" Mr. WILLIAM T. STRAD, who went down with the Titanic, is heard from in pursuance of his announced resolve to communicate if possible after death with his friends in this material world of hard surfaces and sharp corners. The document, published in THE SUNDAY SUN, is suggestive and may be considered without imputation of the communicator or depreciation of the transmitter's accuracy.

Mr. STRAD seems to have suffered some loss in respect of his literary style. But "much turbulent water made me try to help those who were in nervous spasms of terror at the thought of death" is a flashing phraseology: "much turbulent water" is vivid, not of the common labor of the mind in description. There is some confusion between the fleshly and the ethereal points of view. Students of the document, especially those temperamentally inclined to "modernism," will note survival into the next world of the Genesis tradition of sin and the sinner's sorrow: "Woman was the one who sinned, and woman is the one who suffers." It is not surprising that terrestrial readers should better understand the references to mundane than those to celestial existence and experience, but Mr. STRAD might have been expected to meet in his new surroundings the opposite difficulty. But the time sense survives: "It was one month before I fully realized that I had died"; and the strength of professional cant resists the sea change: "I cannot close this article without . . ."

There is a tantalizing touch of mysticism in "Wireless telegraphy cannot remain under water; it will send up wires of more volume than any yet in use." On the other hand there is a comforting solidity in the sentence: "There will be a bureau of communication" between the tangible and the disembodied worlds.

The building of the "mansions" for the war's dead is beyond our comprehension. The personalities we cannot discriminate. Agnosticism is confirmed. But there may unquestionably be something in "the distinction drawn between spiritual spiritualism and purely commercial spiritualism based on 'uncanny manifestations.'"

Alas for the immortality of barbarous "uncanny!"

Germany's New Method of Warfare on the Sea.

Submarine "warfare" upon the enemy's merchant ships as practised by the Germans may be as humane as the limitations of the submarine permit, but in heavy weather the crew of the non-combatant ship and any passengers she carries are not going to receive the protection and security which international law is supposed to afford them. "I hope you will all get picked up before bad weather comes on," said the courteous commander of the submarine which sank the British ship Ben Cruachan in the Irish Sea after her crew took to the boats under orders from the captor. Happily the Irish Sea was in one of its pacific moods and the Ben Cruachan crew survived. But suppose bad weather had come up! Then in that case the non-combatants would presumably have gone to the bottom. So it amounts to this, that whereas before the day of German submarine "warfare" the captor was responsible for the safety of non-combatants on board the enemy merchant ship, he now disclaims responsibility and turns them adrift in open boats. His defence, of course, is that he has no room in his cramped quarters for captured non-combatants. They must shift for themselves.

It is manifest that the enemy merchant ship overhauled must be sunk. The captor has no prize crew to put on board of her, and if she is carrying goods of a neutral they have to go to the bottom with her. The conditions do not permit of the restoration of these goods to the owner. Submarine "warfare" does not concern itself with the prize court. This may be unsatisfactory to the exporters of a neutral nation which subscribes to the theory that neutral goods on an enemy's merchant ship should be accounted for by the captor and destroyed.

Obviously submarine "warfare" will discourage the shipment of non-combatant goods on merchant ships of belligerents. The effect on the American export trade, as there are few cargo ships carrying the American flag, is a matter of calculation. Certainly the exporter will have to be venturesome. Non-combatant goods carried on belligerent merchant ships will be exposed to much the same risk as contraband goods; capture in either case will mean the loss of the

goods. The American international lawyers have asserted the right of exporters of neutral non-contraband goods to be indemnified after capture of the enemy merchant ship in whose cargo they have been found. It may be assumed that the State Department will interrogate Germany about her responsibility. As submarine "warfare" upon commercial ships of the enemy is prosecuted with vigor now, vexatious and perplexing questions of legitimacy and accountability will no doubt arise.

A Tax on \$2,000 Salaries.

The prime and obvious objection to a proposal to tax all salaries above \$2,000 in order to provide revenue for the city is that it is discriminatory class legislation. It would be a grossly unfair burden laid upon a small fraction of the people without the slightest plausible reason except that they could undoubtedly be made to pay it if the courts upheld the levy.

The unfairness of the proposal is twofold. First of all the \$2,000 limit is purely arbitrary. It represents no natural minimum. It is neither the lowest pay on which a man with a family can live nor the lowest amount on which a tax can be profitably collected. It is selected for the vicious reason that a man with a \$2,000 salary is supposed to be so well to do that no proletarian sympathy will be bestowed on him no matter how he may be taxed. It is the injustice of the Federal income tax in a new guise.

But the proposed tax is also unfair because it draws a line between \$2,000 earned as a salary and the same amount earned as profits from trade or industry or by professional fees or the practice of an art. Why the salaried man should pay and his coworker in other circumstances be exempt, no man can explain. How much more outrageous is it that the tax should be laid upon the proceeds of personal effort, while similar incomes drawn from investments remain untaxed?

An element of injustice would also arise if the levy were made on non-residents who gained their livelihood in the city. Yet if these were not taxed the impost would cause a head-on flitting to New Jersey—not exactly an advantage to the municipal treasury. On the whole the plan is about as objectionable as any that could be devised.

Slush and Misery.

The snowstorm of Sunday was only a trifling affair, but it produced a very bad condition of slush in the uptown streets after dark. There was just snow enough to prevent the rain water which came down in torrents from flowing freely to the sewer inlets. There was enough also to clog these inlets in whole or in part. The streets from curb to curb were filthy quagmires through which the cars and taxicabs rushed, shooting horizontal sheets of muddy water over persons afoot. Men and women—the latter, alas, often in low shoes; how do women wear them and live through such weather?—foundered all but helplessly, trying to step on the high spots and to keep the breezes from inverting their umbrellas.

Under these conditions the full abomination of the near side car stop was conspicuous. As soon as an unlucky wayfarer left the beaten crossing to reach the rear exit, fifty to seventy-five feet distant, walking in the shadow of the car, all hope was lost. He was over his ankles in the frothy mush at the second stop. Lucky he if no devil wagon whisked by just outside the eight foot deadline, splashing him from head to heel. No more trying night to the patience of New Yorkers has there been in a decade.

No attempt whatever was made to alleviate the situation. No broom brigade, chartered either by the city or the car company, strove to clear the path of the unhappy ones. It is amazing that the Street Cleaning Department takes no account of the public comfort and convenience on such occasions. What if it was only a slight storm? It was productive of far more discomfort, injury to clothing and, probably, sickness than a deep fall of dry, hard snow. To say that nothing could be done is nonsense. A hundred men with brooms going from street corner to street corner, sweeping the crossings and opening a few feet of the gutter about each inlet might have easily improved conditions 50 per cent. At least they would have given the rain water a chance to flow away as fast as it fell.

This is a perfectly obvious measure of relief which should never be but always is omitted. Some time the city will have a street cleaning organization intelligent enough to apply it.

Weakening a Bad Law.

Under the interpretation of the so-called white slave act announced yesterday by the United States Supreme Court, a woman transported in violation of the law may be indicted as a co-conspirator with the person accused of transporting her. Thus a woman procuring her own transfer from one State to another for immediate immoral purposes and ultimate black-mail of her companion may be sent to jail. It is declared by lawyers in Washington that:

"The decision will have the effect of making prosecutions very difficult."

The Mann law has never been an efficient instrument of justice, and anything that weakens it as a weapon of extortion will have heavy approval from sane men.

President Wilson is quite right when he maintains that the American people desire the authorization of

two new super-dreadnoughts and do not agree with Senator TILMAN that battleship construction had better be postponed until the lessons of the European war are learned. Mr. TILMAN has proposed four new ships next year. The conflict may end in the early summer and without a fleet engagement in the North Sea. There would then be no lesson for the American designers of battleships and, if Mr. TILMAN's advice were followed, no authorization of new ships for the navy this year.

Should the war go on for another year, will the United States wait for deductions to be drawn from the sea fighting annual expansion of the navy would be halted, when it is of the first importance that the line of battle be strengthened by constructing a certain number of capital ships each year. It must always be remembered that it takes from two to three years to complete and commission a battleship. If the United States needs a strong navy to enforce the national policies it is plain that the loss of a year in building might prove costly.

The Pennsylvania Railroad reports that its operating revenue for 1914 was \$37,823,463 less than the amount reached in 1913—From the financial review of the railroad.

Psychological only.

At least the German commanders of commerce destroying submarines have not been so heartless as to compel the passengers and crews of their victims to complete their interrupted voyages in underwater boats.

There is no confirmation of the report that the Federal authorities, in order to insure perfect neutrality during the United States this month, will, on the day following St. Valentine's, proclaim a return to the old style calendar for two weeks, thus eliminating from 1915 any celebration of Washington's birth.

In any event we United Statesers may continue to celebrate the annals and the continuance of his activities in fitting out privateers and raising recruits lost him most of the allies he had at first possessed, and the arrest of two of his agents and the expulsion of the French consul at Boston were followed by a demand for his recall, which was acceded to by the French Government in the following year.

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HAIRRAHP.

An Inquiry Into the Significance of This Ejaculation.

To the Editor of THE SUN—Sir: "Psychology." Discovery of a new juvenile word, "hairrahp," brings before us a delightful philological problem. The word has undoubtedly a meaning; and a study of its users, their methods of speech and possible synonymy, could be of value and may possibly lead to a solving of the mystery.

First, it is a boy's word, and in this case boys in New York city devoted to speed. Automobiles rush by, subway trains roar underground, and the noise of the city is a constant accompaniment of the elevated rumbles overhead. But one thing moves slowly, the pedestrian, and to this class is relegated the boy who is walking. Can one wonder that he seeks to add to his companions' feet the wings of Hermes?

Second, let us consider the voice of the boy. It is a high pitch, during conversation with his kind, doubly high when addressing friends at a distance. Such a voice abhors the deep guttural. The depression as he utters "hairrahp" is replaced by the higher "ah." Thus in exclamation the boy does not say "hairrahp—gown." He says "ah—gown."

If we consider these two observations together it seems that "hairrahp" is probably an exclamation signifying surprise or haste, which, once English as become juvenated, and through its phonetic spelling (excellently rendered by the writer) has become a slang word of American adoration. "Hurry up!"

Another Philologist.
 WORCESTER, MASS., FEBRUARY 1.

Effect of the Present Knitting Craze on One American Woman.

To the Editor of THE SUN—Sir: Some time ago one of your many correspondents whose letters appear in THE SUN sent your paper a letter complaining about the necessity of European women knitting shawls, gloves and head wraps for the European belligerents. I was rather amused at his letter, believing him to be a fool. I now regret entertaining such thoughts about him.

I had an experience recently that made me disgusted with my own sex. I visited a man who had a well known hotel which was attended by at least fifty women and two men. During the course of the lecture the speaker recognized the fact that she discomfited those about her was plainly evident. Why the lecturer did not order her out of the room is more than I can understand.

Knitting for the European soldiers is being overdone, but when did anything else become overdone? Why the lecturer did not order her out of the room is more than I can understand.

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CITIZEN GENET.

A Historical Incident Recalled Merely as a Reminder.

From the International Encyclopedia.
 In 1793 Genet was transferred as "Minister Plenipotentiary to the Congress of the United States." His mission, it was expected, would induce the United States to declare war against Great Britain, and he came with the intention not only of accomplishing that purpose, but of raising a volunteer army to regain Louisiana from Spain, and to enlist American privateers in American ports.

He landed at Charleston, S. C., April 8, 1793. He was enthusiastically welcomed and feted at Charleston and Philadelphia, and, encouraged by the expressions of sympathy and friendship for France he decided on all sides, he immediately began to lead out commissions for privateers and seek recruiting agents. Washington, however, by the unanimous advice of his Cabinet, had issued a proclamation of neutrality on April 22, and on June 5 Jefferson, the Secretary of State, notified the French envoy that he must cease arming and equipping privateers in American ports.

Genet replied that he was acting under the treaties of 1778, and continued to disregard Jefferson's warning. In the next few months eight privateers, commissioned by him, had, with the assistance of two French frigates, captured five British merchantmen, some of which had been taken within the jurisdiction of the United States.

Genet asserted that these prizes could be condemned by French consuls in American ports, and demanded the right to enter the condemned goods duty free. The United States, in the height of absurdity when he declared that the United States Constitution did not give Washington the right to treat with him, and made the demand that an extra session of Congress be called for that purpose.

These and subsequent imprudent comments and attacks upon Washington, and the continuance of his activities in fitting out privateers and raising recruits lost him most of the allies he had at first possessed, and the arrest of two of his agents and the expulsion of the French consul at Boston were followed by a demand for his recall, which was acceded to by the French Government in the following year.

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KING ALBERT'S COURSE.

The Hard Choice That Belgium's Ruler Had to Make.

To the Editor of THE SUN—Sir: Mr. Deppa suggested that Belgium "might have been better preserved if King Albert had consented to the German demand that it should purchase ships of any nation at war as long as the war lasts?" I know that I speak for many American women, readers and thinkers, whose voices are never heard in public, whose husbands, sons are true and loyal citizens, when I say that, we have served to loyal to his national preaching and now are unwilling to believe that he is a turncoat.

Let me say in before